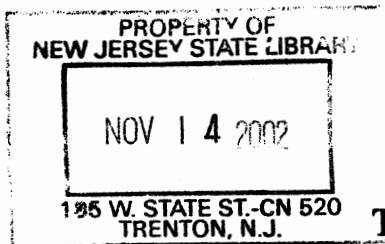




DELAWARE AND RARITAN
CANAL COMMISSION



NOTICE

**The Delaware & Raritan Canal Commission
would like your comments on a**

Draft Development Plan for the Canal State Park

The Canal Commission has prepared a draft of a new ten-year plan for the development of the Delaware and Raritan Canal State Park. This draft plan proposes 31 projects that will enhance the Canal Park for public use. The proposals include new trails, new access areas, an interpretive center, restoration of historic structures and development of the Trenton portion of the Canal Park as a great urban park for our capital city.

It has been 25 years since the Commission first published a Master Plan for the Canal Park and there have been many subsequent plans and a very impressive amount of improvement to the park. There is room for more improvement, of course, and the Commission welcomes public input on its proposals or on other ideas.

Comments can be mailed to the Commission at the address below, emailed to us at drcc@blast.net, or made verbally at one of the two public meetings we have scheduled. The meetings will be held as follows:

Tuesday, December 10, 2002

7:30 AM to 9:00AM

**at the Commission's office in the Prallsville Millsite
Stockton, NJ**

or

Thursday, December 12, 2002

7:30 PM

**at the Lawrence Township Municipal Building
Route 206, Lawrenceville**

Please give us your comments by the end of this year.

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Bradley M. Campbell, Sam Herzog, Caroline S.J. Armstrong, Douglas H. Palmer

EXECUTIVE DIRECTOR: James C. Amon GOVERNOR: James E. McGreevey

Delaware and Raritan Canal State Park

Development Plan

**Draft
October 2002**

Commissioners:

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Martin D. Jessen, *Vice-Chairman*

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Prepared for the Commission by:

James C. Amon, *Executive Director*

DRAFT

October 2002

Development Projects to Enhance the Delaware & Raritan Canal State Park

Introduction

The Delaware and Raritan Canal State Park is one of central New Jersey's great jewels. The sixty-mile course of the historic canal ties together rural, suburban and urban landscapes. It is a recreational site that boasts of nearly a million visits every year. It is a State and National historic site that provides a connection to the region's 19th century history. It is a water supply system that supplies water to approximately one out of every eight residents of the Garden State. Ask almost anyone in the region about this unique park and the answer is inevitably, "Oh, I love the D&R Canal Park."

It has become everyone's favorite place for many reasons. In a time when much of the loveliness of our countryside is being lost, it remains a place of great beauty. This quality alone is enough to endear the Canal Park to people who encounter it regularly, but the park is also cherished because it is a part of people's daily lives, not a distant preserve visited for two weeks in the summer. Because the park is integrated into so many communities in the region it is accessible for a morning walk with the dog, a quick jog after work or an impromptu canoe ride after the lawn is mowed on a Saturday afternoon. Further, in a region that is changing rapidly, people are finding that familiar landmarks of the region's history are either completely lost or they so thoroughly lose their context that they have become anachronisms. The D&R Canal and its immediate context remain true to their 19th century character. A surprising amount of the canal corridor has retained the same character that it had when barges filled with coal plied its waters.

For twenty-five years the Canal Commission has been producing plans to guide the development of the Canal Park. The Commission's goal has always been to enhance the qualities of the Canal Park without impacting the charm that has made it so beloved. We have striven to develop a path along its entire length—and in as many places as possible on both sides of the canal—so that one section of the park does not attract so many people that the quality of the visit is compromised. We are now on the threshold of having a continuous path for the entire length of the canal. We have tried to develop many relatively small parking lots and access areas so that the park is accessible to all of

its communities. We have been vigilant to protect the historic character of the canal's structures—its bridgetender houses, spillways, locks, and even the character of the towpath. We have also recognized the importance of the Canal Park as a nature preserve and we have been careful to protect the natural plant communities in the park. We have also tried to assure that the canal's important role of serving as a water supply system is not impaired by the recreational, historic or natural preservation roles of the park.

The first edition of the MASTER PLAN FOR THE DELAWARE AND RARITAN CANAL STATE PARK was published in 1977. Since then there have been many planning documents envisioning an improved Canal Park and many improvements made in the park. The most recent development plan, adopted by the Canal Commission in 1996, describes 32 projects, nearly all of which have either been completed or are in the process of being constructed.

This new development plan is intended to be in the tradition of its predecessors. Its goals are to make the park more accessible and to protect its historic and natural character.

As this plan is being prepared, in October 2002, New Jersey is struggling to recover from a large deficit in the State's treasury, and many prognosticators believe that the problem will get worse before it gets better. Already funds have been taken from the State Park Capital Improvement budget. No one expects them to be replaced or supplemented soon. It may, therefore, seem a strange time to prepare a development plan. Over the years, however, the Canal Commission has found that it can often find ways to make improvements to the Canal Park without the investment of State money. In fact, the Commission has generated several million dollars worth of improvements without using public funds.

The success of this plan will depend upon the Commission's success at forming partnerships. We will continue to work with the counties and municipalities in the canal corridor, with non-profit environmental and historical organizations, and where appropriate, with corporations and businesses.

The first stage in forming these kinds of partnerships is to have a clear vision of the goals. This plan provides those goals, beginning the often-lengthy process of park development. A companion plan for land acquisition projects that will enhance the park is also being prepared but it will not be published because advance public knowledge could hinder the process of acquisition.

Although there is no intention of addressing management issues in this plan, it must be noted that the Canal Park Office must have more staff and greater amounts of money for operation of the park. This is an area that has been ignored for too long. The present funding for operations and the present number of rangers, maintenance workers and other staff are inadequate for the job that must be done. Realization of the plans produced here will only make this bad situation worse unless funding is increased. The people of New Jersey have been coming to the Canal Park in ever-greater numbers and they expect the

park to be well taken care of and appropriately policed. The park staff is doing a heroic job, but even heroes have limits.

There are thirty-one projects in this plan, arranged geographically. The first project listed is upstream of Bulls Island, where Delaware River water enters the canal. Subsequent projects follow the flow of water from Bulls Island through Lambertville and Trenton, on to Princeton, South Bound Brook and New Brunswick. No priorities have been assigned to these projects at this time.

Milford to Scudders Falls

(Illustrated on Maps 1,2 & 3)

1. Complete the path to Milford's Bridge Street

At present there is an uninterrupted path from downtown Trenton to a field that is mid-way between Frenchtown and Milford. This path should be extended to Bridge Street in the center of Milford.

Tasks:

- Acquire easements from the Black River & Western Railroad and from Curtis Paper Company. (Both are underway.)
- Determine how to cross the creek at the northern end of the paper company's property.
- Build a fence separating the path from the paper company's operations.
- Clear, grade and surface the path right-of-way.

Public Benefit:

Extending the path to the center of Milford will allow more of a path for people to use, it will allow easier access to the park for people in the Milford area and it will provide one more connection to the Delaware Canal in Pennsylvania because of the bridge across the Delaware River in Milford.

2. Promote loop trips that include PA's Delaware Canal State Park

There are six bridges across the Delaware River that link the D&R Canal State Park and Pennsylvania's Delaware Canal State Park. The goal is to have signs on both sides of the bridges that give information about making a loop trail involving both parks.

Tasks:

- The Delaware & Lehigh National Heritage Corridor is preparing these signs. It remains to be seen if they will erect them or if that will be our task.

Public Benefit:

People who use the D&R towpath for a walk, jog or bike ride must go up and back on the same path. That is not really a bad thing, because the path is so pleasant, but greater variety can be added to a recreational outing by crossing the river and taking the Delaware Canal towpath for the return trip.

3. Develop Prallsville Saw Mill as interpretive center

The Prallsville Saw Mill is presently an unused shell. There is widespread agreement that it should be rehabilitated so that it can be used as an interpretive center for the Canal Park's historic and natural resources.

Tasks:

- The Delaware River Mill Society, who lease the property, have approved of this use and have raised half of the money needed to do the work. Construction-ready plans and specifications have been prepared and approved by everyone.
- Half of the cost of construction must be raised to match the money raised by the Mill Society.

Public Benefit:

The Prallsville Mill Site is one of the major access areas for the Canal Park. Having an interpretive center at this location will allow large numbers of people to increase their knowledge of the history of the D&R Canal and of the importance of the Canal Park. This development will also add greater life to the mill site, contributing to as well as benefiting from the dynamics of this beautiful historic district.

4. Restore and interpret the Lambertville Outlet Lock

This jewel of a historic structure lies in a wooded area and is filled with debris. The goal is to restore it and erect a sign explaining its role in the history of the canal systems of eastern America.

Tasks:

- Clear all debris and interfering vegetation from the lock and its immediate surroundings.
- Rebuild the portions of the lock walls that have fallen.
- Erect a sign explaining the history and importance.

Public Benefit:

The Lambertville outlet lock was the D&R's connection to Pennsylvania's Delaware Canal. The story of how boats were hooked to a cable connecting the two sides of the Delaware River and crossed from one canal to the other captures people's imaginations. It also helps them to see the bigger picture of a canal network that was vital to transportation in 19th century eastern America.

5. Increase parking capacity at Lambertville Lock area

There is a road from Lambertville's Bridge Street to the outlet lock but it is badly rutted and not marked. A good, well-marked road and an adequate parking area are needed.

Tasks:

- Acquire land from Black River & Western Railroad
- Improve the road to the parking area
- Enlarge and landscape the parking area
- Erect signs telling the public how to reach this area

Public Benefit:

Lambertville is a magnet for tourists, including those who come to Lambertville just to gain access to the Canal Park. At present there is inadequate parking along the canal for

the large number of people who drive to Lambertville and expect to enjoy the Canal Park as part of their visit.

6. Develop a new access area at Moores Creek

This is potentially a major access area for the Canal Park but the existing (rather messy) parking area is not connected to the canal path. Further, the parking area needs to be connected to Mercer County's Baldpate Mountain Park.

Tasks:

- Either construct a new pedestrian bridge across the canal or rehabilitate the railroad bridge for park use.
- Grade, resurface and landscape the existing parking lot for park use.
- Construct a composting sanitary facility.
- Work with Mercer County to develop a path to Baldpate Mountain Park.

Public Benefit:

There is a parking area at Fireman's Eddy, a mile south of Lambertville, and then a three-and-a-half-mile stretch of the Canal Park before the next (very small) parking area at Titusville. At about the mid point of this section is Moores Creek, where another parking area would provide additional park access without being too close to existing access areas.

Ewing, Trenton and Hamilton

(Illustrated on Maps 4 & 5)

7. Increase Parking Capacity at Scudders Falls

Scudders Falls is one of the most popular access areas along the Canal Park. There are two parking areas here now but they are inadequate for the demand. There is an opportunity to expand one of them without destroying the lovely character of the area.

Tasks:

- The area below the canal—north of the bridge—needs to be graded, surfaced and landscaped for new parking spaces.
- A sign should be erected which explains that the dam here was the start of the Trenton Water Power Canal, an important part of Trenton's 19th century industrial history.

Public Benefit:

Twice the parking area at Scudders Falls has been enlarged and still there is not enough room for the people who come here to start their park visit. A dozen more spaces for people who now park along the road would be welcome.

8. Restore and use the Calhoun and Hanover Streets Canal Houses

These two canal houses must be made attractive and useful parts of the Canal Park.

Tasks:

- Hire an architect to prepare plans for the renovation of these two houses.
- Obtain the capital improvement funds to reconstruct them.
- Find appropriate tenants to use them in ways that promote the goals of the Canal Park and the community.

Public Benefit:

The Canal houses are anchors for the Canal Park, especially in urban areas where the presence of the canal can be overwhelmed by other elements. By restoring the Calhoun and Hanover houses, the canal's route through downtown Trenton will be marked by attractive structures. Further, restoring these buildings will help in the overall restoration of the Trenton canal corridor.

9. Establish a link between Calhoun Street and Lock Two

Lock Two, located at the southern boundary of Trenton and Hamilton Township, is separated from the rest of the canal. An effort is underway to connect the lock with the canal at Calhoun Street *via* a trail along the edge of the Delaware River.

Tasks:

- The NJ DOT is participating in some of this trail planning. They and the City of Trenton's planners need to be brought together to resolve the differences and chart a course for completion.

Public Benefit:

People in Trenton would be able to have off-road access from the center of town southward to Bordentown if this link is built. There is also a larger plan to have a loop trail on both sides of the Delaware River between Trenton and Philadelphia. This segment is critical to that plan which would provide great public use and enjoyment.

10. Develop a landscape in Trenton's canal corridor that demonstrates the interface between the natural world and urban areas.

It is often believed that once man has impacted an area all natural systems are lost forever. There is no doubt that the plant communities of central New Jersey developed at a time when the entire region was a deciduous forest. But even then, before Europeans came to America, there were plant communities that developed at forest edges. Over the last two hundred years, however, these edge species have been losing the battle for space with alien species that are aggressive colonizers. The canal corridor in Trenton is filled with these alien species. Purple loosestrife, Japanese honeysuckle, Knotweed, Norway maple, and stilt grass have claimed large areas of the park. A plan for the re-introduction of native plant communities needs to be developed and implemented.

Tasks:

- Develop a master plan for the eradication of the invasive plants and the establishment of native plant communities. This plan must reflect the importance of preserving the quality of the water in the canal.
- Implement this plan, starting at the nine bridges that cross the canal in the City of Trenton.

Public Benefit:

This project will bring the natural landscape of rural areas into the heart of Trenton. People who live or recreate in Trenton would have the opportunity to enjoy the natural world without travelling to a rural county. Native plant communities will also provide more desirable habitat for birds and other wildlife.

11. Complete path between Old Rose and Mulberry Streets

This is the one section of the Canal Park that does not have a path. Plans and specifications are complete for making the path but some land must be acquired and there is no money for construction.

Tasks:

- Obtain necessary land
- Obtain funds for construction

Public Benefit:

Since the first Canal Park Master Plan was published in 1977 there has been a goal of establishing a continuous path along the canal's entire 60-mile length. A "get on anywhere—get off anywhere" path will be created with the completion of this segment.

12. Excavate filled-in portion of the canal between Locks One and Two and restore Locks One and Two

This three-mile section of the canal has been abandoned for almost 70 years. It is not in Trenton, but is located in the Township of Hamilton. The canal has gradually been filled with debris, silt and vegetation and the lock has lost its gates and needs general restoration.

Tasks:

- Plans will have to be prepared for the excavation and the restoration of the locks.
- Funds are needed for construction.

Public Benefit:

Over the last ten years there has been a developing awareness of the ecological value and beauty of the Hamilton/Trenton Marsh. Removing the silt, debris and fill that has accumulated in this section of the canal since it was abandoned in 1933 would reassert the canal as one of the jewels of this valuable area. It would also provide boating and fishing opportunities to nearby residents. The restoration of the locks would result in the creation of a section of the historic canal that is fully reminiscent of the 19th century structure.

Lawrence to Kingston Lock

(Illustrated on Maps 4, 5 & 6)

13. Increase parking capacity at Whitehead Road

A few years ago the State acquired a parcel at the northwest corner of the intersection of the canal and Whitehead Road. This property needs to be landscaped and developed as an access area.

Tasks:

- Prepare plans and specifications for this project.
- Obtain funding for construction.

Public Benefit:

The southern portion of Lawrence Township is very densely developed but has few suitable access areas for the Canal Park. Developing an access area at Whitehead Road will enhance access for these people.

14. Improve the path on both sides of canal between the Route One crossing and Whitehead Road

We expect to have a pedestrian bridge across Route One by 2003. That will open the section of the park south of Route One to much more recreational use. Having usable and attractive paths on both sides of the canal can accommodate this increased use better.

Tasks:

- A new culvert is needed to connect the turning basin near Carnegie Road with the canal.
- Clear limbs and brambles from right-of-way where necessary.
- Grade where necessary.
- Resurface.

Public Benefit:

Wherever possible, paths are being developed on both sides of the canal in order to accommodate the ever-increasing number of visitors to the Canal Park. An informal path presently exists in this section but it is so overgrown that it does not encourage use.

15. Develop greenway corridor along the Assunpink from D&R to Mercer County Park

The Delaware Valley Regional Planning Commission has prepared a terrific plan for this project. It details the land that needs to be acquired, who should acquire it, and how a recreational trail can be a part of the greenway corridor.

Tasks:

- Use the structure recommended in the plan to make sure that each player accepts the responsibility recommended for it.

Public Benefits:

As walking, hiking and bicycling have increased in popularity over the last several years there has been an increased realization that having corridors between parks is valuable for public use. Mercer County's park is a very popular place for all of these activities. Providing a greenway connection to the Canal Park would give people a greater range of options.

16. Create link to Institute for Advanced Studies property and expand the preserved area to connect with Lawrence's conservation lands

The six hundred-acre Institute property is a nationally renowned habitat for migrating warblers. A conservation easement has been put on the land. Its connection with the Canal Park is made difficult by a channel of water that is sometimes a barrier. Further, one property owner separates the Institute land from the four hundred-acres of conservation lands in Lawrence. If that property can become part of the preserved land in this area there will be a 1300-acre natural area in the heart of the Route One corridor.

Tasks:

- Obtain permission from the Institute for Advanced Studies to bridge the channel.
- Obtain any other necessary permits.
- Find way to bridge or ford the channel.
- Help Green Acres acquire the property that separates the conservation areas.

Public Benefit:

Both the Lawrence Conservation Area and the Institute for Advanced Studies land are important natural areas and both enjoy popular support. The connection between the Canal Park and the Institute Lands is difficult for most of the year because of a little stream separating them. (The stream dries up during droughts.) A privately owned parcel that should become public property presently separates these two important areas.

17. Increase parking capacity at Washington Road and Harrison Street in West Windsor

Princeton University maintains a small parking area at Washington Road, and the Canal Park has a parking lot for about 4 cars at Harrison Street. More parking space is needed at both places.

Tasks:

- Determine best location and approximate size needed for additional parking.
- Work with Princeton University officials to gain permission for the Canal Park to share the use of their land.
- Construct parking lots.

Public Benefit:

Access to the park in these areas is limited but highly desirable. Providing more parking here will allow people to come to this part of the park.

18. Develop Kingston Lock area as major access point (make more parking, add picnic are, expand interpretive display, landscape for beauty and to enhance wildlife habitat)

There is a large amount of presently unused space around the Kingston Lock. This is an extremely popular access area for the Canal Park but it could be a much more useful and attractive area if it were properly developed.

Tasks:

- Hire a planner to develop a master plan for this area.
- Assign priority to the parts of the plan.

- Obtain funds to undertake the development of the plan in accordance with the priority assigned to the tasks.

Public Benefit:

One of the goals for the Canal Park is that "major" access areas are developed at selected areas. These are locations with a confluence of several important resources. Kingston has just such a combination of resources. It contains historic structures, the Millstone River and Lake Carnegie, a canal lock, natural areas, a linking path to the Cook Natural Area, and enough space for people to congregate. Add to this the fact that Kingston is right next to a bus stop that connects Princeton with New York City and it is obvious that this should be a major access area.

Rocky Hill to 10 Mile Lock

(Illustrated on Maps 7, 8 & 9)

19. Make link to Montgomery greenway path system (pedestrian bridge across Millstone)

Montgomery has developed an extensive greenway path system throughout the township. Connection with the Canal Park path is difficult, however, because the Millstone River is between the canal towpath and the Township's paths.

Tasks:

- A location for a pedestrian bridge across the Millstone has been selected. Plans for the bridge need to be made.
- Funds for construction must be found.

Public Benefit:

This would greatly increase access to the Canal Park and link the park to other natural and community resources. It would further have the advantage of access without building parking lots.

20. Restore and preserve cluster of houses at Griggstown Causeway as planned

The buildings on all four corners of the intersection of the canal and the Griggstown Causeway are flood prone and in need of restoration. Despite these problems this cluster has enormous charm as the core of a 19th century village. The historic character of this little community is extremely important to the Canal Park, so it must be restored, protected and used. Prior to Hurricane Floyd in 1998, the Griggstown Longhouse (also known as the Muletenders' Barracks) was an interpretive center for the history of the canal and an information center for the Canal Park. Those uses should be restored.

Tasks:

- A general development plan has been prepared.
- This is a project that cannot proceed without a significant amount of money to develop the concept plans into construction plans and then to carry out the construction.
- The long-term key to saving the historic character of this area is to have the causeway closed as a through road between Canal Road and River Road. We should work with Somerset County to seek an alternative crossing so that this one can be closed.

Public Benefit:

People will be able to experience a 19th century canal community.

21. Increase parking capacity at Griggstown and Blackwells Mills

Demand for parking spaces in this area now exceeds the supply. It is sensible to assume that the demand will increase. We need to have more parking spaces without creating inappropriately large parking lots.

Tasks:

- Locate and design the additional parking areas.
- Find funds or another way of getting them built.
- Look for ways to develop parking at other locations that might reduce the demand at these locations.

Public Benefit:

This project will provide parking that is badly needed to accommodate those wishing to use this part of the park.

22. Establish link to Six Mile Run Reservoir trails

Six Mile Run Reservoir is a 3600-acre property that will probably never host a reservoir. It is presently under the jurisdiction of the Canal Park and a network of paths has been made here. The reservoir property adjoins the Canal Park but there are no directional signs or available trail maps that show the connection.

Tasks:

- Erect a sign informing the public of the connection and provide Six Mile Run trail maps.

Public Benefit:

This project will greatly increase the number of people who can enjoy the beauty of this rural countryside.

23. Restore and use the East Millstone and Weston Canal Houses

These canal houses are vital landmarks for the Canal Park and they must be preserved, restored and used or they will be lost.

Tasks:

- Restoration of the Weston house is supposed to be done by a developer of a nearby senior housing complex. He must be directed through the process.
- Data on the frequency of flooding for the East Millstone house should be gathered.
- A prospective tenant who would restore the house in lieu of rent should be found.

Public Benefit:

These two bridge tender houses are important parts of the canal's history. Their restoration and use will allow the public to appreciate the canal as a historic resource.

24. Establish link to Colonial Park

Somerset County's Colonial Park is a popular and beautiful park. It is next to the Canal Park but the towpath is on the opposite side of the canal and it is impossible to go from one park to the other.

Tasks:

- The most likely source of funds for a pedestrian bridge is the Federal DOT's T-21 funding. The County has been seeking these funds with help from the DRCC. Keep pursuing this route.

Public Benefit:

This project will allow recreation use of both parks.

South Bound Brook to New Brunswick

(Illustrated on Maps 9 & 10)

25. Focus on South Bound Brook

The little community of South Bound Brook is enclosed on three sides by the D&R Canal. The connection between the borough and the park is tenuous, however, and the portion of the park that is near the borough needs to be improved in many small ways.

Tasks:

- Restore the South Bound Brook Lock
- Remove the gas pipe that crosses the canal just above the water line.
- Remove or greatly improve the pump station.
- Establish the railroad bridge as a pedestrian crossing.
- Restore towpath downstream of GAF.
- Assure that the development of the former GAF plant is suitable as a neighbor to a State park.

Public Benefit:

The people who live in South Bound Brook are ardent supporters of the Canal Park. Unfortunately the towpath is on the opposite side of the canal from the town. Improving this section—including the addition of better access to the path—will allow the park to become better integrated into the lives of the residents of this community.

26. Increase parking capacity and enhance 5-Mile Lock access area

The existing access area is inadequately sized, dangerous to drive into and out of, and very unattractive.

Tasks:

- Remove existing house
- Design new access area
- Fund construction

Public Benefit:

This access area is on a very busy street in a densely developed residential neighborhood. Its development will serve a large population.

27. Develop Freda Marden Common

Plans for the development of this access area have been sitting on a shelf for several years because the park staff did not believe they could maintain what is proposed.

Tasks:

- Work with the park administrators to determine what aspects of the plan could be maintained if developed.
- Find funding for those portions that are appropriate.

Public Benefit:

Like the 5-Mile Lock access area, this area is on a busy road and adjacent to a densely settled residential area. Its development will result in significant use.

28. Strengthen link to New Brunswick path to outlet lock

There is a path connecting the New Brunswick outlet locks to Landing Lane but it is not a strong feature.

Tasks:

- Determine how to strengthen this path
- Work with the New Brunswick Parks and Recreation Department to achieve the goal of creating a strong and useful path

Public Benefit:

The City of New Brunswick, including Rutgers University, lies downstream of the Canal Park's official terminus of Landing Lane. Many people make the connection now, but the connecting path could be greatly improved and serve more people.

Applicable to the Entire Canal Park

29. Eradicate invasive species

The Canal Park, like all highly disturbed areas in central New Jersey, is filled with invasive species. Some, like Japanese Knotweed, form dense clumps, so dense that they do not allow any room or resources for any other plants. Others, like the Japanese honeysuckle, become entwined with other vegetation to such an extent that it is impossible to know how to eradicate them without killing everything around them. A study needs to be carried out that would first identify the most harmful of the invasive plants and then recommend a way to eradicate them.

Tasks:

- Work with the DEP's Natural Lands Management section to develop a scope for the project.
- Have a study prepared that identifies the most harmful invasive plants in the park.
- Determine how to eradicate these plants without endangering the quality of the canal water, and how to maintain an on-going eradication program.
- Find the funds to carry out the eradication program.

Public Benefits:

Sustaining a park filled with a wide diversity of plant species will greatly enhance the beauty of the park. It will also enhance the park as a habitat for birds and other wildlife, enhancing the experience of park visitors who enjoy nature.

30. Remove the concrete covering the canal's historic locks

Eight of the canal's historic locks remain visible. One, the outlet lock into the Crosswicks Creek, or Lock One, is scheduled to be restored soon. The others have all been adapted for use as parts of the water supply system. The process of adaptation occurred long before the canal was entered on the State and National Registers as a historic place and no consideration for their historic character was made as part of that process. The construction of sluice gates is now a necessary part of the water supply system and must remain, but the locks were also covered with a concrete stucco that is not necessary for the structural stability of the lock and is destructive of the locks' historic character.

Tasks:

- Prepare plans for the removal of the concrete coating.

Public Benefit:

Returning the locks to their historic appearance will enhance the historic and the aesthetic appearance of the locks.

31. Erect mile markers along the Feeder Canal path, continuing on to Frenchtown

People use the mile markers to judge their pace when walking, jogging and bicycling. Once, there were railroad mile markers but most of those have disappeared over the years.

Tasks:

- Prepare a plan for the markers and obtain approval from all appropriate agencies
- Erect them starting with mile zero at the confluence of the Feeder and Main Canals in Trenton and continuing northward to the path's end near Frenchtown.

Public Benefit:

Anyone who is using the path for a trip will be glad to have the distance that he or she traverses marked.

Following is a grouping of the development projects according to these categories (numbers correspond to geographic placement):

- **Access to the Canal Park**
- **Expansion of the Canal Park Path System**
- **Links to Neighboring Natural and Historic Places**
- **Preservation of the Canal Park's Historic Structures**
- **Development of the Canal Park as an Urban Park in Trenton**
- **Enhancement of the Canal Park as a Natural Area**

Access to the Canal Park

It is a great joy to everyone who manages the Canal Park that it has become so popular. Estimates for how many visits a year the park experiences range from a very conservative 700,000 to a million. People come to the Canal Park on foot, by bicycle, by bus and by van. Most people, however, seem to come by car. It is therefore necessary to have a place for those cars to be parked. The over-all goal for the park is to have a large number of relatively small parking areas, spreading people out over the entire length of the park. What seemed like a relatively small parking area in the 1970's, however, now seems like an inadequately sized lot. More parking areas are needed and many of the existing ones need to be enlarged.

5. **Increase parking capacity at Lambertville Lock area**
6. **Develop a new access area at Moores Creek**
7. **Increase parking capacity at Scudders Falls**
13. **Increase parking capacity at Whitehead Road**
17. **Increase parking capacity at Washington Road and Harrison Street in West Windsor**
18. **Develop Kingston Lock area as major access point (more parking, picnicking, expanded interpretive display, landscape for beauty and to enhance wildlife habitat)**
21. **Increase parking capacity at Griggstown and Blackwells Mills**
26. **Increase parking capacity and enhance 5-Mile Lock access area**
27. **Develop Freda Marden Common**

31. **Erect Mile Markers on the Feeder Canal Path and Continue on to Frenchtown**

Expansion of the Canal Park Path System

The canal, of course, is the heart of the Canal Park. Without it there would be no park. Nearly everyone who uses the Canal Park, however, uses the path. There are canoeists and fishermen, but the overwhelming number of people in the park are walking, running, on horseback or bicycling. There are several opportunities to add to the Canal Park's path system, which is presently about 75 miles long. Additional paths can be created within the park, or as a means of linking the park to near-by natural or historic resources. Path that link the Canal Park to other resources are listed in the next category. The following projects are proposed to either extend or enhance the existing path.

1. **Complete the path to Milford's Bridge Street**
14. **Improve the path on both sides of canal between the Route One crossing and Whitehead Road**
25. **Focus on South Bound Brook**

Links to Neighboring Natural and Historic Places

The canal's corridor is rich with historic districts, municipal and county parks and nature areas that are open to the public. The Canal Commission is working to link these resources to the Canal Park, creating a continuous network in central New Jersey of resources for public enjoyment. The Commission sees the Canal Park as a spine for the region, with public resources of many types and many sizes connected and thereby enlarged and given more meaning. The following are prominent examples of the linkages that are part of this goal.

2. **Promote loop trips that include PA's Delaware Canal State Park**
15. **Develop greenway corridor along the Assunpink from D&R to Mercer County Park**
16. **Create link to Institute for Advanced Studies property and expand the preserved area to connect with Lawrence's conservation lands**
19. **Make link to Montgomery greenway path system (pedestrian bridge across Millstone)**
22. **Establish link to Six Mile Run Reservoir trails**
24. **Establish link to Colonial Park**
28. **Strengthen link to New Brunswick path to outlet lock**

Development of the Canal as an Urban Park in Trenton

Developing urban parks is greatly rewarding because cities lack open space with trees and wild flowers. Unfortunately, the development of new urban parks is also greatly expensive; it usually must include the purchase and razing of many buildings and often also includes cleaning contaminated sites. Trenton is fortunate to have a wonderful

urban park in place. The Canal Park provides a swath of green as a refuge from the hard edges of the city, it is a favorite fishing spot and a much-used path for walking, jogging and bicycling. The Canal Park is also a habitat for songbirds and ducks—welcome visitors to the urban scene. The following projects will burnish the Canal Park's urban role, allowing it to fully enhance the Capital City.

- 8. Restore and use the Calhoun and Hanover Streets canal houses**
- 9. Establish a link between Calhoun Street and Lock Two**
- 10. Develop a landscape in Trenton's canal corridor that demonstrates the interface between the natural world and urban areas.**
- 11. Complete path between Old Rose and Mulberry Streets**
- 12. Excavate filled-in portion of the canal between Locks One and Two and restore Locks One and Two**

Restoration of the Canal Park's Historic Structures

The Delaware and Raritan Canal and sixteen of its canal houses are on both the State and the National Registers of Historic Places. In addition, the Canal Commission has worked over the years to register or encourage registration of a number of the communities that adjoin the Canal Park. This wonderfully preserved corridor of 19th century New Jersey is part of the Canal Park's great charm. Interpretation of the historic structures and restoration where needed is as important as preservation.

- 3. Develop Prallsville Saw Mill as interpretive center**
- 4. Restore and interpret the Lambertville Outlet Lock**
- 20. Restore and preserve cluster of houses at Griggstown Causeway as planned**
- 23. Restore and use the East Millstone and Weston Canal Houses**
- 30. Remove the concrete covering the canal's locks**

Enhance the Canal Park as a Natural Area

In many cases the way to enhance a natural area is to leave it alone. A forest will benefit more from neglect than from almost any form of human intervention. Unfortunately this is not the case with areas that have already experienced high levels of disturbance. There are many invasive species that are quick to colonize disturbed areas and persistently hold their ground, denying habitat for a more diverse palette of native species.

- 29. Eradicate invasive species**